

June 15.

NETTER BRINGS CAPE SHORE FARE

Sch. Manomet Has Big Mackerel Catch at Boston—Sch. Reading Also In— Bonita Made Tinker Haul Off Block Island.

Two more Cape Shore fares arrived at Boston during the night, schs. Reading, Capt. John Hickey, hailing for 20,000 mixed fresh mackerel and sch. Manomet, Capt. William Price, 12,000 fish. Both also have salt fares, the former 210 barrels and the latter 120 barrels.

The Manomet is engaged in netting, going with the first of the fleet that went to the Cape Shore. Large fresh mackerel sold at 16 cents to 19 1/4 cents each, mediums, eight to 10 cents and small, six cents to seven cents apiece.

Arrivals at Newport.
A dispatch to the Times from Newport at noon today announces these arrivals:
Alice, 1400 fresh mackerel.
Joker, 200 fresh mackerel.
On Time, 1000 fresh mackerel.
Freedom, 2100 fresh mackerel.
Dart, 700 fresh mackerel.
Wood and Mack, 500 fresh mackerel.
Marguerite, 800 fresh mackerel.
Josephine, 200 fresh mackerel.
Steamer Bonita took 90 barrels of tinkers one mile southwest of Block Island in one school. Large schools of fish are reported with no crafts in that vicinity.

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GOOD FARES IN AT PORTLAND

About 1200 barrels of herring were brought into Central wharf Monday, some not being taken out at the cold storage plants until midnight, the freezing rooms up to that time being chock full. Large quantities were also shipped to Boston, while quite a lot were baited out to the fishing schooners. Capt. George Rice's new fishing boat Grayling was in with her maiden fare of over 100 barrels, most of the other steamers tied up at the wharf having fares nearly as large. The catches made were all taken at one set, the fish continuing to act very wild.
Another Gloucester schooner landed halibut here Monday, the Titania coming in from a three weeks' trip on the Georges, hailing for 5000 pounds of halibut and 18,000 pounds of salt cod. The former was landed at Willard's, Central wharf, and after taking on eight tons of ice the schooner proceeded to Gloucester with her salt catch. The skipper reports very rough weather on the banks, dense fog being experienced for 10 days without any let up.

Contd above

JUNE 16.

HERRING FROM BAY OF ISLANDS

Sch. Arkona Here Today, Has 1225 Barrels Salted For C. & T. Concern.

Arrivals here since yesterday are few. Yesterday, sch. Arkona arrived from the Bay of Islands, N. F., with 1225 barrels salt herring and 20,000 pounds salt cod for the Cunningham & Thompson Company. The Arkona was 12 days in coming.

Down from Boston is sch. Mary P. Goulart with 15,000 pounds fresh fish which sold to split.

On account of the fog and weather outside yesterday the "smoke" boats did nothing. Today it is expected that they will land on the herring again and land some catches this afternoon.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Arkona, Bay of Islands, N. F., 1225 bbls. salt herring, 20,000 lbs. salt cod.

Sch. Mary P. Goulart, via Boston, 125,000 lbs. fresh fish.

Vessels Sailed.

Sch. Georgia, halibuting.
Sch. Kineo, halibuting.
Sch. Georgiana, halibuting.
Sch. Corsair, seining.
Sch. Ralph P. Manter, haddocking.
Sch. Evelyn H. Thompson, haddocking.
Sch. Reliance, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Lafayette, swordfishing.
Sch. Mary E. Sennett, swordfishing.
Sch. Richard, drifting.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$4.25 per cwt.; medium, \$3.75; snappers, \$2.75.
Georges halibut codfish, large, \$4; medium, \$3.50.
Drift codfish, large, \$4; medium, \$3.50.
Cape North codfish, large, \$3.50; medium, \$3.25.
Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.
Hake, \$1.50.
Haddock, \$1.75.
Pollock, \$1.75.
Flitch halibut, 6c per lb.
Cape Shore mackerel, \$8 per bbl.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.
Western cod, large, \$2; medium, \$1.50; snappers, 75c.
Eastern cod, large, \$1.90; medium, \$1.50; snappers, 75c.
Drift codfish, large, \$2; medium, \$1.60.
All codfish, not gilled, 10c per 100 pounds less than above.
Peak cod, \$1.80 for large; medium, \$1.40.
Hake, \$1.
Cusk, large, \$1.40; medium, \$1; snappers, 50c.
Shore pollock, round, 90c; dressed, \$1.
Fresh halibut, 7c per lb. for white, 5c for small gray, 3c for large gray.

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SMALL FLEET AT NEW FISH PIER

The fleet of groundfishermen at the new pier this morning was small, six trips arriving.

They were schs. Commonwealth, 37,000 pounds; Gladys and Nellie, 37,000 pounds; Lucania, 29,000 pounds; Frances S. Greuby, 21,000 pounds; steamers Crest, 56,000 pounds; Spray, 33,000 pounds.

Wholesale quotations were \$1.75 to \$2.50 a hundred for haddock, \$6 for large and \$2.75 to \$3 for market cod, \$1 to \$3 for hake, \$1 to \$1.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

ARRIVALS AT BOSTON FISH PIER.

Sch. Marguerite Haskins, 14,000 mixed fresh mackerel, 15 bbls. salt mackerel.

Sch. Commonwealth, 18,000 haddock, 15,000 cod, 4000 pollock.

Sch. Gladys and Nellie, 16,000 haddock, 17,000 cod, 4000 pollock.

Sch. Lucania, 11,000 haddock, 8000 cod, 10,000 hake.

Sch. Frances S. Grueby, 8000 haddock, 13,000 cod, 800 pollock.

Str. Crest, 53,000 haddock, 3000 cod.

Str. Spray, 30,000 haddock, 3800 cod.

Haddock, \$1.75 to \$2.50 per cwt.; large cod, \$6; market cod, \$2.75 to \$3; hake, \$1 to \$3; pollock, \$1 to \$1.50; halibut, 10 cents per lb.; fresh mackerel, 20 cents each for large, 12 cents for medium, 9 cents for small.

Port aux Basques Weather.

Port aux Basques report today: Temperature, 46, cloudy; wind south-east, 22 miles.

Dominion Bait Report.

Amherst Harbor, June 12—Some herring at Grand Entry, none anywhere else.

June 16.

ANOTHER SECOND CAPE SHORE TRIP

Sch. Marguerite Haskins at Boston Today—Halifax Still Getting Mackerel Fares—Dissatisfied Skippers and Men Criticize Fulton Market Methods.

Sch. Marguerite Haskins, Capt. Reuben Cameron, is back again at the Boston fish pier this morning with his second fare of mackerel from the Cape Shore. Capt. Cameron's craft is the second to arrive on her second trip and her arrival with a fare bears out once again the authenticity and reliability of the Times information of the prospects on the Cape Shore as furnished by D. C. Mulhall, its reliable correspondent at Liverpool, N. S.

Capt. Cameron hails for 14,000 large, medium and small fresh mackerel, besides 15 barrels of salt ones. At Boston this morning, wholesalers paid 20 cents each for large, 12 cents for mediums and 9 cents for small.

Maine Traps Getting Fish.

Large quantities of mackerel are being sent in daily from the Oleson traps at Richmond Island, Me., in addition to shad and butterfish, both of the latter being unusually plenty.

Mackerel at Halifax:

Says the Halifax Herald of Monday: The mackerel arrivals to the National Fish Company Friday and Saturday amounted to about 42,000 fish, a number of unexpected fares having been brought in. They were taken at Prospect and Herring Cove. They were all caught off-shore by the seiners. The schooners were the James L. from Prospect Friday, with 5000; the D. C. Mulhall from Herring Cove with 25,000 on Saturday, and the Rising Sun on Saturday with 12,000 from Prospect. The arrivals of these fares were hardly expected as it was the opinion that the schools of mackerel had passed the Nova Scotia coast. The shore fishermen are not doing a thing just now, with mackerel as the dogfish have chased them off.

Criticize Fulton Market Methods.

Some of the men who engaged in the southern mackerel fishery this spring and have arrived home are unanimous in condemnation of the Fulton market method of disposing of their catches of mackerel and denounce it in the roundest terms.

Indeed they say that every year finds conditions more detrimental to the producers, which these men claim has been brought about by eastern men who are now in the service of the New York "fish ring."

The method which the mackerel fishermen have to contend with is one which some of them claim is entirely wrong, and if continued will force

those who have from year to year been engaged in the business, to discontinue it.

Some skippers as well as some crews are outspoken in this matter, and tell some queer tales of how they have been served this spring by some commission men.

For example, they say on May 13 there arrived at Fulton market 52 mackerel fishing vessels with an aggregate catch of 115,000 fish. One dealer they claim, was heard to ask his eastern representative, what price the market would stand and he replied "13 to 14 cents." The price was quoted Boston, which asked for 500 barrels, but an easterly storm was coming on and the wily New Yorkers, aided and abetted by their eastern workers decided to send Boston only 70 barrels, knowing by weather indications that there would be no more mackerel for several days. However, the "tricks of the trade" are numerous, and this one worked to perfection for the Fulton market gang, but a detriment to the producers, as they quoted Boston next day 16 cents and some of the catch was disposed of at 22 cents, while the fishermen were getting 13 to 8 1-2 cents, less 12 1-2 per cent commission.

Capt. George Peoples of Sch. Lafayette, and ex-president of the Master Mariner's association and one of the most respected men who sails a vessel out of Gloucester, was emphatic in denouncing the treatment he had received by the Fulton market buyers. He said, in shipping mackerel from Atlantic city the fishermen had to pay 75 cents for barrel and ice and the consignee deducts 40 cents per barrel commission, which also is deducted from the producers so that eventually the fishermen get nothing.

Capt. Peoples contends the duty of the commission men is to sell all consignments at the highest price and return the net proceeds, less 12 1-2 per cent commission, but he could see no valid reason why the fishermen should have to pay an additional commission, to support a lot of "buyers" who were engaged by the New York fish buyers.

Many are unanimous in saying that had as Boston is, it was preferable to New York, and hoped in the future if they continued in the business, to see Boston dealers take hold of the matter where fish when landed, could be shipped direct to them and cut Fulton market out.

As one of them said: "We have a remedy and it should be put in force and that is a strong organization of all the producers."

CANADA WANTS CONCESSIONS TO CHANGE MODUS

Direct Entry and Clearance at Our Ports For Canadian Fishing Crafts Hinted Return For License to United States Auxiliary Fishing Vessels—Congressman Gardner Investigates and Finds Open Arms to American Fishing Crafts at Canadian Ports on Pacific Menace Fishing Industry of Seattle.

While the Nova Scotia papers and Trades Boards in the various cities and towns along the Nova Scotia coast have been working vigorously for an extension of the Modus Vivendi privileges now accorded American fishing vessels, to fishing crafts of this country equipped with gasoline auxiliary power, Congressman Gardner has also been delving deep into the matter at the urgent request of those interested here.

The ultimate result may be somewhat surprising. The argument is used, and naturally rightly so that as American fishing crafts on the Pacific coast are being given by authority of an Order-in-Council, all the rights and privileges of a Canadian craft in Canadian west coast ports, except that the fish landed there must be shipped to the United States—but the crafts are granted all rights, at no cost whatever it should be done on the Canadian Atlantic coast also. On its face, it looks like a big concession and naturally the like is wanted on this side, especially when it is remembered that the crafts which get these privileges on the Pacific coast are practically all gasoline auxiliary powered schooners or steamers.

But, on this side, there is another way to look at it. The Pacific coast ports do not in any way come under the Modus Vivendi privilege and this freedom allowed our crafts there by the Canadian government, is extended to them under no treaty. That the Modus Vivendi is a privilege cannot be gainsaid, cannot be disputed. That it can be abrogated at any time cannot either be disputed. That at the present time the Canadian government wants to abrogate it, or has any idea of abrogating it, is not within the bounds of possibility, as far as can be learned.

Now the question is here—the New England vessel owners want full privileges—they want to include fishing vessels equipped with motor power within the Modus Vivendi provisions.

Congressman Gardner has taken the matter up with the idea of securing it for the New England fishing interests and if all accounts are true, has run against a snag in the shape of a counter proposition from the Canadian government, which is simply this, in words to this effect—"If you give your auxiliary powered fishing vessels the same rights we are now according the sailing craft under Modus Vivendi, what is the matter with you giving our fishing crafts the right of 'straight' entry and departure at your ports?"

In other words Canada, if she should include our auxiliary powered fishing vessels under the Modus Vivendi clause would want the United States to take up, as far as her vessels are concerned, the present Bureau of Navigation regulations, which all are familiar with here, which compels her fishing crafts seeking market here, to clear from some home port before coming here, and on discharging of fare here, to clear again for some home port, instead of for the fishing grounds.

In other words Canada wants in change for the extension, that crafts at our Eastern ports have same privileges she is giving to American fishing vessels on the west coast at Prince Rupert.

It is understood that Congressman Gardner, while he has expressed opinion in the matter, is, as always, alive to the call of his fishery constituents here and is giving the matter close attention. That he is acquainting himself with the whole situation the following correspondence, from

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files, regarding the situation of the West coast, as a result of the Canadian Order-in-Council will attest, and will also emphasize the damage the Canadian privilege is doing to the American fishing port of Seattle; and what applies to Seattle, applies to other American fishing ports on the coast:

What Congressman Humphrey of Seattle Says.

My dear Gardner:—I am in receipt of your letter enclosing article from Mr. Nickerson in regard to an Order in Council that has recently been granted, permitting American fishermen to enter the Port of Prince Rupert.

I do not know any of the details of this matter but do know considerable about it. I know that this concession is ruining the industry in Seattle. Nothing could be further from the fact than that Seattle is rejoicing over the matter and thinks that a great advantage has been conferred. On the other hand, our people are protesting most vigorously against our government permitting this matter to be consummated. The removal of the one cent a pound on fresh fish is transferring that great industry on this coast from the state of Washington to British Columbia.

I am submitting your letter to the Secretary of the Chamber of Commerce for fuller reply.

How Seattle Chamber of Commerce Views It.

Seattle Chamber of Commerce.

Hon. A. P. Gardner, Hamilton, Mass.:

Dear Sir:—Hon. Will W. Humphrey has requested the Chamber of Commerce to write you with regard to the Canadian Order in Council relating to the admission of fish caught in American waters through the Canadian port of Prince Rupert. Mr. Humphrey has submitted the text of the letter signed by M. H. Nickerson, in which Mr. Nickerson advocates the application of similar regulations to Nova Scotia.

Just how Mr. Nickerson can maintain that such an order would be of mutual advantage to Gloucester and Boston as well as to Nova Scotia is difficult for us to see. The very purpose of the so-called Order-in-Council is to attract the fresh fish business of the Pacific Coast from Seattle and Puget Sound to the Canadian port of Prince Rupert, the new terminus of the Grand Trunk Pacific.

At the present time the great bulk of the halibut caught in the Northern fishing grounds is brought to Puget Sound and transferred from here in refrigerating cars to the interior and eastern market. The fishing companies make their headquarters in this port; the crews have their homes here, and the vessels do their outfitting at Seattle. The completion of the Grand Trunk Pacific across the continent and the removal of the duty of one-cent a pound have opened the way for the establishment of a rival base at Prince Rupert, which is nearer the Alaska halibut grounds.

The fishing companies, and the Chamber of Commerce here have for some time been so concerned at the outlook that they recently sent a delegation to Washington city to enlist, if possible, the co-operation of our government in meeting the competition of the Canadian port. As chairman of the committee, of this organization on National Affairs, I participated in the conference called by this Chamber and having in attendance representatives

of the leading transportation and fishing interests of Puget Sound and Alaska.

Following this conference the delegation visited the national capital. It became evident that no effective protection can be obtained until the duty is restored. This awaits enactment of a new tariff measure.

Since the conference here and the visit of our delegation to Washington, this Canadian Order-in-Council has been promulgated. Its avowed purpose (so stated in the text) is to shift the fishing base from Seattle to Prince Rupert. It permits foreign bottoms to sell their fresh fish in Prince Rupert or other British Columbia ports to Canadian dealers who will assume the bonding regulations. (These regulations are to the effect that fish so purchased will not be sold in Canada, but shipped through to the United States, which, as noted above, charges no duty on fish imported).

These boats of foreign (or American) registry will also be permitted to purchase supplies and sign on crews. The Order in Council recites that this will result ultimately in the transfer of many of the boats to Canadian registry and in the permanent location at Prince Rupert of the fishermen and their families.

Attached to this letter you will please find an extract from the Daily Commerce Reports from the Bureau of Foreign and Domestic Commerce under date of March 23, in which Consul General R. E. Mansfield, at Vancouver, B. C., makes report on the significance of this order. You will also find an article taken from the Seattle Post-Intelligencer of March 30 setting forth fully the effect of this action.

If I can furnish you any further data, or if the Seattle Chamber of Commerce can be of assistance in obtaining additional information for you, kindly command us.

Yours very truly,

(Signed) S. H. Piles,
Chairman, Committee on National Affairs.

The Consular Report.

Commerce Reports, (March 23, 1915).
IMPORTANT CHANGE IN PACIFIC FISHING INDUSTRY.

(Consul General R. E. Mansfield, Vancouver, B. C., March 12)

An order in council passed by the Dominion Government on March 11 will have an important bearing upon the fishing industry of the north Pacific coast, especially in British Columbia and Alaska. The order permits all foreign bottoms to sell their fish in Prince Rupert or other British Columbia ports to Canadian fish dealers, who will assume the bonding regulations. The boats will also be permitted to purchase supplies and sign on crews in Canadian ports.

This order will encourage the development of the industry in British Columbia, but will have an adverse effect upon the business on Puget Sound by diverting traffic from Seattle to Prince Rupert.

Under present regulations foreign fishing concerns are permitted to land fish at a Canadian port and tranship the same in bond to an American port, but without the right to sell in Canada. This has prevented smaller ships, the catches of which will not make up a carload, or the owners of which were not in position themselves to ship their fish, to eastern United States, availing themselves of the privileges.

Prince Rupert, which will be the principal port of entry for fish under the new arrangement, is several hundred miles nearer the fishing grounds than Vancouver or Seattle, and the opening of the Grand Trunk Pacific Railway, recently completed to the coast, will furnish a direct line of communication from the Pacific port to eastern markets.

Last year, 70,000,000 pounds of fish (halibut) were caught in the Pacific most of it on the northern banks. Of this approximately 10,000,000 pounds were shipped through Vancouver, an equal amount through Prince Rupert, and the remainder through Seattle. Under the new order in council practically all the halibut will be shipped through Prince Rupert which will become a great fishing center, because the fleet will make its headquarters, purchasing supplies, and spending money there.

The Order-in-Council Which Did It.

Whereas by Order in Council, dated 10th December, 1914, it is provided that for a period of 12 months from the 1st of January, 1915, Foreigners or Foreign Corporations bringing fresh fish in vessels registered in the United States of America to any port in British Columbia be permitted to land such fresh fish at such port without payment of duties and tranship the same in bond to any port in the United States (without the right, however, to sell in Canada any of such fresh fish so landed); and Foreigners and Foreign Corporations bringing fresh fish in vessels registered in the United States of America to any port in British Columbia, shall be permitted to purchase supplies at any port in the said Province of British Columbia, the whole number under such regulations and conditions as the Minister of Customs may determine.

And Whereas, the said privileges are restricted to Foreigners or Foreign Corporations bringing fish in vessels registered in the United States of America and shipping such fish in bond direct from the vessels;

And Whereas, this prevents smaller vessels or boats, the catches of which will not make up a carload, or the owners or operators of which may not be in a position to themselves ship their fish to Eastern United States markets from availing themselves of the privileges;

And Whereas, the Minister of the Naval Service is informed that, in view of the fact that Prince Rupert is several hundred miles nearer the fishing grounds than is Seattle, and as the Grand Trunk Pacific Railway is now in operation, so that fish can readily be shipped to the Eastern United States markets from Prince Rupert as from Seattle—if such boats and smaller vessels were permitted to go to Prince Rupert, and sell their catches to some person or corporation which would in turn ship them in bond to the United States, and if such boats or vessels were then permitted to purchase supplies for their fishing operations, a considerable number of them would transfer their base of operations from Seattle to Prince Rupert, and would probably later on transfer their vessels or boats to the Canadian Registry and permanently operate from Prince Rupert;

And Whereas, the bonding and outfitting privileges have been renewed to vessels shipping their own catches direct, and it is deemed desirable, that

such privileges should for this year be available to smaller vessels and boats

Therefore His Royal Highness and the Governor General in Council is pleased to Order and it is hereby ordered as follows:

The said Order in Council of 10th of December, 1914, is amended to provide that,—

During the present calendar year, 1915, Foreigners or Foreign Corporations bringing fresh fish in vessels registered in the United States of America to any port in British Columbia shall be permitted to land such fresh fish at such port without payment of duties, and tranship the same in bond to any port in the United States, or to sell such fish in bond in such local dealer or dealers as may be properly and duly licensed therefor, under the regulations and conditions hereinafter mentioned, which dealer or dealers shall export the same in compliance with the bonding requirements (without the right, however, in either instance, to sell in Canada, for consumption, therein, or otherwise except in bond, any of such fresh fish so landed), and such Foreigners and Foreign Corporations bring fresh fish in vessels registered in the United States of America to any port in British Columbia, shall be permitted to purchase supplies, and ship crews, for such vessels, at any port in the said province of British Columbia, the whole under such regulations and conditions as the Minister of Customs may determine.

(Signed) Rodolphe Boudreau,
Clerk of the Privy Council.

As the Pacific Fisherman Sees It.

In view of all that has been said above, the following, from the Pacific Fisherman, the recognized organ of the fishermen and fishing owners, will be of interest:

"Tis said 'it is a long lane that has no turning,' and the New England fishermen must be thinking this when they read that boards of trade and other civic bodies of Eastern Canada are petitioning their government to remove the many onerous restrictions which hedge about an American fishing vessel when it approaches or enters a Canadian Atlantic port, and the precedent that these bodies are quoting for this action are the exceptional favors recently accorded to our Pacific Coast halibut fishermen by the Dominion authorities. Visions of the reputed thousands of dollars which it is expected our vessels will leave behind them in the British Columbia towns have evidently been vouchsafed to the easterners and they wish to get a little of the same themselves.

The Halifax, N. S., board of trade called the attention of the Canadian minister of marine to the fact that in British Columbia fish can be landed in all American bottoms for the purpose of forwarding same to the United States, also to sell fish in bond to such local dealers as may be licensed therefor, who may export it, while in Nova Scotia, American sailing vessels may land fish to be forwarded by rail to the United States, but when brought there in auxiliary power vessels or steamers, this privilege does not hold good. Those vessels authorized to land and ship their fish are not permitted to sell it in bond to local dealers, who might export it.

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The board thinks it no more than reasonable and equitable that Nova Scotia and the other Atlantic provinces should have the same privileges in this regard as British Columbia.

To this plea the minister of marine replied that in the *modus vivendi* between the two countries Canada has been waiving certain of the rights she claimed under the treaty of 1818, and it was a question what effect further modifications and continuation of the *modus vivendi* would have in effectually preventing her from resuming the treaty. He further pointed out that the permission given to the Pacific Coast was temporary only, and that temporary advantages ought to be weighed at their value against fundamental rights.

The Canadian protestants seem to have the better of the argument and are putting up a vigorous fight, having asked all the fishing centers on that coast to join with them in protesting against the discrimination in favor of British Columbia, and seem to be meeting with such success, the Yarmouth board of trade having not only endorsed the suggestion of the Halifax board, but also gone it one better, by suggesting that the \$1.50 per ton for licenses required from American vessels for the privilege of buying bait, etc., be abolished.

It may eventually result that the courting by the Canadian authorities of the American fishermen on the Pacific may lead to our Atlantic brethren, who have been fighting for many years for such privileges as have been almost forced upon our fishermen, may get them without lifting a finger as the result of the fight being made by the eastern Canadians.

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MAY RECEIPTS OF PACIFIC 'BUT

Prince Rupert Landings Were Larger Than at Seattle or Vancouver.

Arrivals of halibut on the Pacific coast during May as compiled by the Pacific Fisherman are as follows:

Halibut Fares of Seattle Vessels.	
Independent Schooners.	
	Lbs.
Wilson	13,000
M. Endresen	23,000
Ida N.	12,000
Republic	45,000
Senator	40,000
Idaho	35,000
Presho	18,000
Royal	12,000
Annie J. Larsen	16,000
Louise	10,000
Hannah	8,000
Atlantic	16,000
Madeline J.	10,000
Phoenix	12,000
San Jose	25,000
Malolo	27,000
Athena	35,000
Nellie	10,000

Kodiak	40,000
Sumner	20,000
Elsie	15,000
Panama	20,000
Olaf	7,000
Magnolia	12,000
Orient	65,000
La Paloma	45,000
Lister	15,000
Constitution	70,000
Polaris	30,000
Olympic	30,000
Dora H.	17,000
Alaska	70,000
Constance	45,000
Tom & Al	100,000
Mary	18,000
Uranus	15,000
Eleanora	12,000
Alfa	12,000
Lincoln	25,000
Lief E.	17,000
Theckla	27,000
Venus	20,000
Corona	25,000
Kongsvere	14,000
Liberty	50,000
Washington	30,000
Trio	12,000
Alvilda	10,000
Crescent	14,000
Seagull	4,000
Hi Gih	7,000
Sitka	35,000
America	10,000
Jupiter	7,000
Wilson	14,000
Pacific	14,000
Swiftsure	13,000
Seattle	60,000
Tordenskjold	20,000
Daisy	14,000
Pauline	12,000
Senator	60,000
Ida N.	14,000
Yakutat	35,000
Shamrock	15,000
Omaney	60,000
Alten	75,000
Tyee	50,000
Decker	10,000
Edison	10,000
Kodiak	65,000
Johanna	10,000
Gjoa	26,000
Peer Gynt	7,000
Pioneer	50,000
Seymour	20,000
Hannah	9,000
Presho	8,000
Phoenix	10,000
San Jose	50,000
Royal	12,000
Malolo	45,000
Olaf	7,000
Panama	45,000
Alice B.	5,000
Orient	80,000
Nellie	5,000
Atlantic	30,000
M. Endresen	65,000
Elsie	7,000
Madeline J.	7,000
LaPaloma	40,000
A. J. Larsen	20,000
Eleanora	10,000
Sumner	50,000
Lister	17,000
Washington	50,000
Kongsvere	18,000
Louise	15,000
Dora H.	17,000
Uranus	15,000
Alvilda	6,000
Tom and Al	23,000
Alaska	70,000
Magnolia	25,000
Lincoln	23,000
Corona	20,000
Mary	5,000
Liberty	70,000

Omaney	70,000
Constitution	60,000
Athena	75,000
Venus	17,000
Peer Gynt	10,000
America	17,000
Crescent	8,000
Olympic	55,000
Theckla	7,000
Wilson	15,000
Johanna	10,000
Alfa	8,000
Sea Gull	3,000
Lief E.	3,000
Pauline	9,000
Swiftsure	10,000
Royal	11,000
Hannah	8,000
Constance	75,000
Yakutat	70,000
Pacific	12,000

Total 3,420,000

Company Vessels.

Chicago	5,000
Starr	130,000
Chicago	300,000
San Juan	160,000
Scandia	60,000
Zapora	220,000
Chicago	70,000
Starr	80,000
Comet	80,000

Total 1,105,000

Halibut Landed at Seattle by Regular

Steamers.

	Boxes
Humboldt	41
Dolphin	29

Total 70

*Boxes contain about 450 pounds of halibut.

Halibut Arrivals at Vancouver, B. C.

Tom & Al	800,000
Pescawha	35,000
New England	90,000
Iskum	10,000
Knickerbocker	35,000
Celestial Empire	110,000
Emma H.	20,000
Pescawha	25,000
New England	10,000
Carlotta G. Cox	45,000
Republic	110,000
Omaney	70,000
Alten	80,000
Trapp	25,000
Pescawha	50,000
New England	50,000
Celestial Empire	120,000
Flaminga	10,000
Iskum	15,000
Alten	100,000
Republic	70,000
Pescawha	50,000
Carlotta G. Cox	35,000
Emma H.	30,000
Manhattan	170,000
Pescawha	35,000
Jessie	22,000

Total 1,502,000

Halibut Arrivals at Prince Rupert, B. C.

Mira	10,000
Andrew Kelly	40,000
Borealis	30,000
Alameda	10,000
Cora	10,000
Chief Skugaid	45,000
Zibassa	50,000
Helgeland	30,000
Agnes	10,000
Tuladi	6,000
Zorra	10,000
Aurora	12,000
Progress	65,000

Rainer	8
Roald Amundsen	10
North Pole	8
Borealis	40
Grier Starratt	25
Chief Skugaid	8
James Carruthers	100
Mars	14
Rolfe	10
Thelma	18
Samson	15
Morengin	1
W. R. Lord	20
Borealis	50
Tuladi	15
Stranger	10
George E. Foster	90
Pandora	15
Vesta	22
Aurora	10
Grier Starratt	12
Zibassa	45
Roald Amundsen	12
Perel	12
Andrew Kelly	100
Helgeland	45
Agnes	8
Zorra	15
Alameda	15
Northern	12

Total 1,123,000

Halibut Arrivals at Steveston, B. C.

Roman	40
Roman	106
Onward Ho	70

Total 216,000

Halibut Arrivals at Victoria, B. C.

Jessie	15
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WYLDE'S CREW SHARE IS \$11

Sch. Stilletto, Capt. Lyman Wylde, stocked \$5600 and the crew shared \$119.70 clear on the recent Cape North fresh and salt shacking trip.

Sch. Somerville, Capt. Felix Horn, stocked \$4586.60 and the crew shared \$105 on the recent Cape North shacking trip.

Sch. Laverna, Capt. John McLean, on her Gulf halibuting trip stocked \$4000 and the crew shared \$80.

Sch. Flora L. Oliver, Capt. M. Alve, stocked \$3508 and the crew shared \$100 on the recent fresh and salt trip.

Sch. Gladys and Nellie, Capt. James Dwyer, five days out on her recent haddocking trip, stocked \$1040 for which each of the crew cleared \$23.

FINED UNDER N. F. BAIT ACT

Says the St. John's, N. F., Herald, June 8:

"Capt. Wadding of the American Atlanta, was before the Magistrate at Bonne Bay for violation of the Bait Act. He pleaded guilty and was fined \$75 and costs.

"Peter Hann of Norris Point, convicted of violating the Bait Act selling herring to the Atlanta, but on paying costs."